DRIVING GROWTH & OPPORTUNITY IN GREATER PHILADELPHIA
We’ve enjoyed some great momentum in recent years.
And our region packs a big economic punch, with economic output rivaling large nations.
Job growth is anemic.

EMPLOYMENT GROWTH BY METRO AREA

Source: Bureau of Labor Statistics
Labor force participation is lagging.

LABOR FORCE PARTICIPATION BY METRO AREA

Source: US Census Bureau, American Community Survey
People who do work are making less money.

**CHANGE IN MEDIAN HOUSEHOLD INCOME BY METRO AREA**

- Washington
- Houston
- Dallas
- Boston
- New York
- Philadelphia
- Chicago
- Los Angeles
- Miami
- Atlanta

*Income adjusted to 2013 dollars using BLS’ CPI calculator

Source: US Census Bureau, American Community Survey
MEDIAN HOUSEHOLD INCOME BY COUNTY

Source: US Census Bureau, American Community Survey
Poverty rates in core communities are staggering.

MORE THAN 1 IN 4 PHILADELPHIANS LIVE BELOW THE POVERTY LINE.
POVERTY RATES IN CORE CITIES OF THE TEN LARGEST US METROS

Source: US Census Bureau, American Community Survey
There are gaps in educational attainment across communities.

**EDUCATIONAL ATTAINMENT BY METRO AREA**

- **HOUSTON**
- **MIAMI**
- **DALLAS**
- **LOS ANGELES**
- **PHILADELPHIA**
- **CHICAGO**
- **ATLANTA**
- **NEW YORK**
- **BOSTON**
- **WASHINGTON**

Source: US Census Bureau, American Community Survey
EDUCATIONAL ATTAINMENT BY COUNTY

Source: US Census Bureau, American Community Survey
The number of disconnected youth in the region is large and growing.
It all adds up to a markedly unequal regional economy.
And inequality is rising faster here than in other metros.

RISE IN INCOME INEQUALITY BY METRO AREA

Source: US Census Bureau, American Community Survey
Expanding opportunity benefits both individuals *and* the region
Driving Growth & Opportunity in Greater Philadelphia

Supporting Underserved Entrepreneurs

Moving from Low-Wage Jobs to Family Sustaining Careers

Expanding Transportation Access
SUPPORTING UNDERSERVED ENTREPRENEURS
Increased focus on entrepreneurship
Rate of new entrepreneurs in Greater Philadelphia is on the rise.

Source: 2015 Kauffman Index of Startup Activity
Our region has a high share of “Necessity Entrepreneurs”.

One in four entrepreneurs in greater Philadelphia was unemployed immediately before starting their business.
Minority and women entrepreneurship lags.

NEW ENTREPRENEURS BY RACE IN THE U.S.

- WHITE
- BLACK
- LATINO
- ASIAN

NEW ENTREPRENEURS BY GENDER IN THE U.S.

- MALE
- FEMALE

Source: 2015 Kauffman Index of Startup Activity
Foreign-born entrepreneurs help drive growth.
Immigrant businesses increase global connections.
All entrepreneurs need the basics.

- Confidence
- Capital
- Connections
- Capacity
Access to capital

- Capital
- Confidence
- Connections
- Capacity
Providing access to capital for small businesses
Access to business networks

Confidence → Capital → Capacity → Connections → Confidence
Connecting small businesses to networks and resources
Skill Development

- Confidence
- Capital
- Capacity
- Connections
Serving immigrant entrepreneurs through innovative programming
Coordinating entrepreneurial supports
Elevating entrepreneurship as a viable option
MOVING FROM LOW-WAGE JOBS TO FAMILY-SUSTAINING CAREERS
Too many Greater Philadelphia residents are not working.

**LABOR FORCE PARTICIPATION BY EDUCATION**

- Bachelor's degree or higher
- Some college or associate's degree
- High school degree
- Less than high school degree

Source: US Census Bureau, American Community Survey

economyleague.org
And too many who are working don’t earn enough to support themselves or a family.

› A single adult with no children needs to make at least $24,000.

› A single parent with one child needs $48,000.
Too many who are working don’t earn enough to support themselves or a family.

**REGIONAL DISTRIBUTION OF HOUSEHOLDS BY EARNINGS**

- Less than $15k
- Less than $25k
- Less than $40k
- Over $100k

*Source: US Census Bureau, American Community Survey*
Moving people into the workforce and into family-sustaining jobs

REGIONAL EMPLOYMENT IN OPPORTUNITY SECTORS

<table>
<thead>
<tr>
<th>Sector</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>100,000</td>
</tr>
<tr>
<td>Administrative, Security, and Waste</td>
<td>150,000</td>
</tr>
<tr>
<td>Management</td>
<td></td>
</tr>
<tr>
<td>Accommodation and Food Services</td>
<td>250,000</td>
</tr>
<tr>
<td>Transportation and Warehousing</td>
<td>100,000</td>
</tr>
<tr>
<td>Health Care &amp; Social Assistance</td>
<td>450,000</td>
</tr>
</tbody>
</table>

SOURCE: Bureau of Labor Statistics
Sector-based strategies are gaining momentum and showing promise.
Advancing Career Pathways

Job Opportunity Investment Network
Expanding training and mentorship
Transportation is a critical link to opportunity
Greater Philadelphia stacks up well against other metros on top-level commuting metrics.

**Average Travel Time to Work**

- Dallas
- Miami
- Houston
- Greater Philadelphia
- Los Angeles
- Boston
- Atlanta
- Chicago
- Washington, DC
- New York

*Source: US Census Bureau, American Community Survey*
MEANS OF TRANSPORTATION TO WORK BY METRO AREA

- **WASHINGTON, DC**
- **BOSTON**
- **CHICAGO**
- **GREATER PHILADELPHIA**
- **LOS ANGELES**
- **NATIONAL**
- **MIAMI**
- **ATLANTA**
- **HOUSTON**
- **DALLAS**

**Legend:**
- Drove Alone
- Carpoolded
- Took Public Transportation
- Walked
- Commuted by Taxi, Motorcycle, Bicycle, or Other Means
- Worked at Home

*SOURCE: US Census Bureau, American Community Survey*
...but within the region, quality of access is influenced by location, income, race, and other factors.
There are marked disparities in average commute times by race at the region level.

**AVERAGE TRAVEL TIME TO WORK BY RACE (IN MIN)**

<table>
<thead>
<tr>
<th>Race</th>
<th>Minutes</th>
</tr>
</thead>
<tbody>
<tr>
<td>White</td>
<td>25</td>
</tr>
<tr>
<td>Black</td>
<td>33</td>
</tr>
<tr>
<td>Latino</td>
<td>25</td>
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<tr>
<td>Asian</td>
<td>30</td>
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<tr>
<td>Native American</td>
<td>29</td>
</tr>
<tr>
<td>Other</td>
<td>28</td>
</tr>
</tbody>
</table>

**SOURCE:** US Census Bureau, American Community Survey
Commutes by transit take more time than commutes by other modes.

**DISTRIBUTION OF COMMUTE LENGTHS BY MODE**

**COMMUTES BY AUTOMOBILE**

**COMMUTES BY PUBLIC TRANSPORTATION**

SOURCE: US Census Bureau, American Community Survey
Set and stick by policies that cluster housing and jobs.
Pursue strategic investments to extend transit to underserved jobs centers.
In the short-term, prioritize programs that extend the reach of the existing transit system.
Explore the full analysis and more on our new website!

www.economyleague.org
World Class Summit

Expanding Growth & Opportunity in Greater Philadelphia

Pennsylvania Convention Center

July 16, 2015

Photo by B. Krist for VISIT Philadelphia